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## The Daily Press.

HONGKONG, APRIL 8th, 1910.

A discussion of interest to Hongkong is proceeding at Home among those interested in shipping on the subject of Suez Canal dues, and, whether intended as a threat in the hope of securing desired reductions or put forward as a serious proposal, the revival of the Cape route is being suggested. That such a course should even be contemplated indicates that the grievance is acutely felt, for it must be obvious that steamship companies and owners would not consider the use of the long sea route in preference to the Waterway which shortens so many long journeys were it not that there was some prospect of gain, and the fact that there is such a possibility is sufficient to call for some inquiry. The case for the ship-owners was succinctly and clearly expressed by the President of the United Kingdom Chambers of Commerce the other day when he pointed out that the present rates were a deterrent to the use of the Canal, and his remarks were certainly ominous when he declared that "rather than incur the heavy charges levied upon passing through the canal" many steamship companies and owners were using the long sea route by way of the Cape. His address helps to call attention to the fact that it is not an unusual thing, even in these days when speedy transit and quick delivery of goods have become a *sine qua non*, for steamers to go out or return from the East by way of the Cape. There are regular lines engaged in the Australian trade which

never use the Suez Canal at all, and there is a service of vessels, chartered for the long voyage to Australia outward in ballast and homeward with wheat cargoes, which proceeds in each case by way of the Cape. From their avoidance of the Suez route it is inferred that, given some further advance in the economy of coal consumption, shipowners whose boats are not pressed for time may presently largely favour the longer sea voyage to and from the East as enabling them to avoid Canal charges. For years past shipowners have been crying out against the excessive dues charged, but with no tangible results. True, a type of vessel has been designed with a view to reducing these charges to a minimum, but it seems to us that no great attention is likely to be paid to these complaints as long as a saving in coal consumption and a quick passage is secured by those using the Canal, and as long as the Waterway is able to accommodate a very limited amount of shipping. On the other hand, when it is seen that on the present rate of transit dues, 7fr. 75c. per ton, the net dividends for the year 1908 amounted to 141 francs on the ordinary 500 franc shares, and 116 francs on the "actions de jouissance," the feeling arises that some less return would help to remove some of the burdens complained of by shipping interests and still leave a handsome return on the capital invested. The complaints are mostly voiced by British shipowners, and not unnaturally, when it is remembered that not only does British shipping use the Canal to a greater extent than that of any other nationality, but Great Britain holds the largest number of shares. Great Britain cannot act alone in the matter of reduced charges; other interested Powers in the Canal have to be consulted, but there is no denying the fact that British representations ought to carry considerable weight in the Council of Administration. Whether the British representatives on the Council attach more importance to the interests of shipowners or to the profits of the undertaking remains to be seen, but in the general interests of the East we should not like to see the Suez Canal losing its popularity.

P. C. Farguharson, of the Hongkong Police, has been appointed inspector in the F. M. S. Police, and leaves for the South on Tuesday.

For stealing a watch and chain from a coolie employed at the Sugar Refinery another coolie was sentenced to two weeks' imprisonment with hard labour by Mr. Hallifax at the Magistracy yesterday.

The Singapore Chinese barrister, Mr. Wee Theam Tow, who was accused of committing perjury, has been found and guilty sentenced to two years' rigorous imprisonment.

A native who was found guilty of stealing two tins of paint and a quantity of rope from the Naval Yard was at the Magistracy yesterday by Mr. Hallifax sentenced to six weeks' imprisonment and six hours' stocks.

An ex-pupil of the Diocesan School was charged before Mr. J. R. Wood at the Magistracy yesterday with stealing two pairs of trousers from scholars at the school. The case was adjourned, and the defendant allowed out on bail of \$50.

The local office of the Toyo Kisen Kaisha inform us that they received the following telegram from their head office on Wednesday evening:—"Prince Tanaka and his suite left Yokohama on the 6th inst. at 3 p.m. by the Toyo Kisen Kaisha's steamer *Chigo Maru* with great satisfaction."

The son-in-law and the daughter of Mr. Roosevelt, ex-President of U.S. of America, have arrived in Peking. Mr. and Mrs. N. Longworth were entertained at a banquet given by Prince Ching, who has presented many valuable presents to the couple.

Mr. E. Cornwall Lewis, Assistant Postmaster-General, presented a Chinese before Mr. J. R. Wood at the Magistracy yesterday for infringing the exclusive rights of the Postmaster-General by bringing unstamped letters into the Colony. The defendant was fined \$25.

Experiments are being conducted in Java with wireless telegraphy for military purposes. Communication could easily be kept up with ships at sea and with coast places. It was found that mountains formed a serious obstruction to inland communication, but it is hoped to overcome this obstacle by using stronger currents.

Bishop Lander, accompanied by two chaplains, proceeded on Tuesday night to Canton, where his engagements include a confirmation at a Mission Station on the East River, preaching at the Shamen Church, and presiding over a Conference of Chinese Christians. His Lordship expects to be away from the Colony about a week.

The Indian watchman who was stabbed while attempting to arrest a Chinese who is accused of attempted armed robbery in Des Voux Road died in the Government Civil Hospital on Wednesday. The charge of cutting and wounding with intent to murder preferred against the two men arrested in connection with the affair will therefore probably be altered to one of wilful murder.

While off Kallat Island on the police launch on Wednesday night, Sergeant Willis noticed two fishing boats which appeared to be rather heavily laden, and on running alongside and boarding them he found that their cargo consisted of coal. The masters appeared before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of unlawful possession, and were fined \$5 apiece.

Before Mr. E. R. Hallifax at the Magistracy yesterday he tenant of the first floor, of 13, Sai Street was prosecuted for being in unlawful possession of 18 tins of compound opium and six tins of dried opium. The first charge against him owing to the lack of provision for the Magistrate to deal with it under the new Ordinance, but on the second the defendant was fined \$4.20.

The third-class German cruiser *Nürnberg*, 3,396 tons displacement, carrying ten guns, arrived in Colombo on March 26th from Wilhelmshaven, after nearly one-and-a-half months' voyage. She started on February 2nd, and called at Aden on the 15th instant. The *Nürnberg*, which was launched in 1908, was built at Kiel, and has a crew of 235 hands. She is on her way to China, and will sail after coaling and provisioning.

Because a coppermith at Yamnati refused to join the coppermiths' guild, a number of the members of that body endeavoured to compel him to enrol himself. Finding threats of no avail, they attacked the obstinate copper worker with stout sticks and iron bars and caused such injuries that the man is not expected to recover. One of the assailants was arrested, was charged before Mr. E. R. Hallifax at the Magistracy, and remanded until Thursday next.

The crocker flutade which whirled in the Ching Ming festival at Wongnischong has been the cause of considerable damage in that district. Sparks ignited the dry grass at the Coffee Plantation, the Mt. Caroline Cemetery, and along the hillside above the village, and were the cause of several large fires. The Wan-chai police were turned out on Wednesday to combat the flames, and after a hard day's work they were successful, but not before several acres of pine trees were destroyed.

H. M. S. *Sealark* left for the neighbourhood of Trang, early this morning, says the *Penny Gazette* of March 29. She will return there about the middle of April, and remain in harbour about a month, while her officers elaborate a chart of the waters surveyed, and then proceed along to the Solomon Islands, where she will be attached to the Australian Squadron and carry out some important surveys. The work off the coast of Western Siam and Malaya will be continued by H. M. S. *Waterwitch*.

The opening of the Yunnan Railway for traffic was to take place with pomp and ceremony on March 30. Difficulties arose at the outset about the presence of the Governor-General of Indo-China at the capital of Yunnan during the festivities. It was feared that the Chinese would take offence should he venture within their territory, and would give reader belief to current rumours that France had designs on Yunnan. The result was that His Excellency determined to go no further than Lao-Kay, a railway station on the frontier line.

The Bangkok Sports Club have decided to import Australian horses into Siam. At a meeting held on the 25th ultimo it was reported that eighteen subscribers had signed for horses 12.2 and over. It was originally intended that the griffins should be obtained through Morton of Singapore, but the Chairman stated he had received a letter from Mr. Christie, whose partner, Mr. Bellamy, was at present in Australia offering to supply eighteen ponies, voted and landed in Bangkok for about 400 ticals apiece. After some discussion it was resolved to accept Mr. Christie's offer.

On March 26th, one of the brilliant spectacles which were an annual feature in Penang about a quarter of a century ago was to be seen again with all the magnificence and splendour of those "good old times" when money was more plentiful. The procession, which is said to have been about fifteen miles long, was illuminated by flaming torches, and blowing coped, held aloft in lattice-work beds, that served to show up every detail; it was apparent that much care and forethought had been taken by all concerned in the workmanship and general "get up," while the organization, which led to so many component parts coming together and forming one long procession which wound its way in and out of the streets without a hitch, speaks volumes for the enterprise of the promoters.

PRINTING ESTABLISHMENT  
BURGLED.

The printing establishment at No. 51, Des Voux Road, of which Mr. Rosario is the proprietor, was broken into between seven and eleven o'clock on Wednesday night, and a quantity of type and two clocks were stolen. On the night in question, after the employees had departed, Mr. Rosario padlocked the front door as usual and went home. Happening to pass the shop at about eleven o'clock the same night, he tried the lock and discovered that it had been forced open and tied together with a piece of string. On entering the shop he found a couple of sacks of type made up ready for carrying away, and also discovered that another lot of type and two clocks were missing. The police were immediately notified, and two detectives mounted guard in the premises for the night. Early the following morning a native pushed open the door and was about to enter when he saw one of the detectives and attempted to escape. The detective pursued him to the Yamnati ferry wharf, and there arrested him. The accused was charged before Mr. J. R. Wood at the Magistracy yesterday, and was remanded until Wednesday.

## TELEGRAMS.

[Forwarded by the Telegraph Messengers  
Copyright Ordinances, 1864.][REUTERS' SERVICE TO THE "HONGKONG  
DAILY PRESS."]THE GOVERNMENT'S  
PROGRAMME.

London, April 6th.

According to Mr. Asquith's programme the Veto Resolutions should be passed by the House of Commons by the 14th instant, and the Budget should be finished before the recess at the end of April.

MR. THEODORE ROOSEVELT  
CONGRATULATED.

London, April 6th.

Mr. Roosevelt has received hundreds of telegrams from both Catholics and Protestants in America congratulating him on his attitude towards the Vatican.

PARLIAMENT AND TARIFF  
REFORM.

London, April 7th.

The House of Commons has rejected, by 235 votes to 202, a resolution that a change in the tariffs of the country is urgent and necessary to fight hostile tariffs, to improve trade and employment, and to establish imperial preference.

ROYAL VISITORS AT  
JERUSALEM.

London, April 7th.

Prince Eitel Fritz, accompanied by his Royal Consort, are paying a visit to Jerusalem. On arrival they were acclaimed by the Meerman Colony of 1,500 German pilgrims, and were welcomed by the municipality.

[FROM THE "CHUNG NGOR SAN PO"]

THE ARRESTED  
REVOLUTIONARIES.

PEKING, April 7th.

Information received from Hankow informed the Authorities that an attempt was to be made on the Regent's life, and the police were warned to watch the arrival and movements of a band of revolutionaries who had left that city.

When the dynamite was found near one of the gates of the palace eleven revolutionaries, who are natives of Canton and Hupeh, and who were under police surveillance, were arrested at Lukachiao.

## THE EMPEROR'S TUTOR.

PEKING, April 7th.

Luk Yan Chang, one of the Grand Secretaries, has been appointed tutor to the Emperor.

## HOAX ON MR. CHURCHILL.

Between ten o'clock in the morning and six in the evening of March 11, over twenty-five tons of coal were offered for delivery at Mr. Winston Churchill's house, 33, Eccleston Square. All day long heavily-laden wagons crowded heavily up to the Home Secretary's town residence, only to return full-blown after a hurried and indignant consultation between the drivers and one of Mr. Churchill's men servants. Coal merchants and Home Secretary alike had been hoaxed by an unknown practical joker.

Subsequent inquiries proved that each of the loads had been sent in response to orders purporting to bear Mr. Churchill's signature, one of them, indeed, on an official Home Office document. Only one merchant eluded the trap. That one was a Scotsman. He called to verify the order, and soon discovered that a hoax was in operation.

## OIL FUEL FOR THE NAVY.

Mr. H. Law (N. Donagel, West) asked the First Lord of the Admiralty on March 15th whether it was the intention of the Admiralty to make a greater use in the future of oil fuel; had a large quantity of such fuel been recently ordered; had storage accommodation been provided at various depots; and had the Admiralty taken steps to secure an adequate supply of oil in the future from independent sources.

Mr. McKenna (First Lord of the Admiralty) replied to the four questions asked in the affirmative, but it is not in the public interest to furnish details of the arrangements made or contemplated.

## "MICE AND MEN."

Some of us like a roaring farce which sends us into fits of laughter, correspondingly aiding the assimilation of the dinner we have just partaken of; some a musical comedy where we can join in the chorus and go home humming the tunes; some—but a very few—a pathetic play with hands crushing handkerchiefs; and some—bitterly still—tragedy where our blood is curdled by murder and sudden death, to be set running again at the finish by the spectacle of virtue triumphant and vice the weaker thing. There are, however, a large number of us who enjoy a good honest straightforward story at which we can laugh a little, feel a little sad, get a little thrilled, understand what it's all about, and, after a temperately emotional evening go home to bed feeling we could have played any of the parts ourselves. Of this sort is "Mice and Men."

The play centres round the Philosopher, the Foundling and Cupid. The Philosopher has been jilted in early life. "Jilted," he tells us, means "deceived," so he makes a bride of philosophy and children of mathematical calculations and develops a theory for training children "like savages in a hut." More than this, not having heard of what happened in the case of Richard Fernald, he puts his theory into practice and selects a ward from the Foundling Asylum to train up, to marry, and to confer a benefit on mankind by the pattern of a younger generation similarly systematized into being and shape.

The first act shows us the train laid and the match set. The last act shows us the resultant explosion. The play begins with the selection of the Foundling from half a score other Foundlings mothered by the Matron of the Foundling Hospital and fathered by the Beadle. The Philosopher makes his selection on proper theoretical lines; it is, of course, merely a coincidence that his choice falls on the best looking one of the lot, catechises her, and leaves her to say the multiplication table till his return. Philosophy having gone out of the room, Cupid, literally and figuratively, flies in at the window in the shape of the Philosopher's nephew, penniless and amorous as becomes a modern Cupid, in search of a lost miniature of the Philosopher's neighbour's wife. Cupid, artless fellow! at once charms the Foundling by song, makes arrangements to correspond with her and flies back again out of the window en route to Dublin, where the Philosopher has banished him as a menace for riotous living and making love to the Philosopher's neighbour's wife.

In the next act, two years later, we find the Foundling, trained to the hour, running barefoot on the heath in the morning and doing Heaven knows what at night, the Philosopher in love with and about to marry her, but with a very unphilosophical hesitation to telling her so; Cupid reformed and recalled to a Masquerade Ball in contemplation. Of what takes place there it is not proper here to indicate, save that great revelling ensues and the Philosopher makes a discovery.

It is a curious thing that no Philosopher is ever able to control their natural emotions by their Philosophy. This one certainly is not, but then he is in love and Philosophers are supposed to be in love. Cupid, too, also makes a discovery not entirely unconnected with the Philosopher's neighbour's wife. Here are all the materials for a proper theatrical macabre with tit-bits of flavour for every palate, leading up to the last act, in which we are shown how the Philosopher's experiment panned out. To forestall this would be to go back on the author, and, since everyone is sure to go and see it for themselves, no disappointment will be created by not disclosing it here, where the last thing desired is to give the reader any inkling of the plot. Go and see for yourselves. Have a good dinner (with a little champagne, if your constitution can stand it), for you can rely on its digestion being assisted by merriment. Take a handkerchief to crush; a delicate one will come to no harm. Don't miss the last tram, for there is certain to be a rush for it, and you may have to pay for another. Above all, don't come in late; and it is as certain as the prescribed authority made little apples that you won't come away early.

It only remains to state that the caste comprises all that is young and lovely and talented in the Colony, and is a mixture as well chosen as this metaphor of strong new blood with some of the vintage brands of the past, and that the application list for the spare Foundlings is largely over-subscribed—very largely over-subscribed—already, and the management desire it to be known that they will proceed to allotment immediately after the conclusion of the play on Saturday, the 16th instant, on presentation of a waiting card and a banker's guarantee, future dividends being announced in due course.

Contributed.

HOW TO DESTROY THE DANDRUFF  
GERM.

That the dandruff germ is responsible for nearly all the diseases to which the scalp is heir, as well as for baldness and premature grey hair, is a well-known fact; but when we realise that it is also indirectly responsible for many of the worst cases of catarrh and consumption, we appreciate the importance of any agent that will destroy its power. We are therefore particularly pleased to give herewith the prescription which an eminent scientist and specialist states he has found, after repeated tests, to completely destroy the dandruff germ in from one to three applications. This prescription can be made up at home, or any chemist will put it up for you: 3 ounces Bay Rum, 1 ounce Lavone de Compose, 1 dram Menthol Crystals. Mix thoroughly, and after standing half-an-hour it is ready for use. Apply night and morning, rubbing into the scalp with finger-tips. If you wish it perfumed add teaspoonful of French Eau de Fleurs perfume, which unites perfectly with the other ingredients. This preparation is not a dye, but is unequalled for promoting a growth of new hair, and for restoring grey hair to its original color.

## AMERICAN WARSHIPS IN PORT.

The U.S.S. *Charleston*, the flagship of the United States Asiatic Fleet, with Rear-Admiral John Hubbard, the Commander-in-Chief, on board, the U.S.S. *Cleveland*, and the U.S.S. *Chattanooga*, arrived in the harbour yesterday morning and saluted the port; the salute being returned. The fleet will remain in Hongkong until the 15th instant, when they will proceed on a cruise along the China coast. Their next port of call is Amoy, which they expect to reach on the 14th and leave on the 19th. On April 23rd the vessels arrive at Woonung, leaving that port on May 2nd, and reaching Nanking on the following day. On the 6th they will proceed to Kinkiang, and after a stay of three days in that port will proceed to Hankow, which will be reached on the 11th. Leaving again on the 14th the fleet will be at Woonung on the 11th, and after delaying a day there will proceed to Chefoo, arriving at the latter port on the 21st May. It is expected that the *Chattanooga* will be relieved by the *New Orleans* during the cruise, and will start for the United States shortly thereafter. The relief is a cruiser of 3,500 tons. Her horse-power is 7,500 and her speed 20 knots. She has a complement of 300 men, and was completed in 1898. Her armament consists of six 6-inch, four 4.7, and eighteen smaller guns, besides two torpedo tubes above water.

The *Charleston*, it will be remembered, is the vessel aboard which the recent fatal gun explosion occurred at Manila. She is in charge of Commander J. H. Gibbons, while the captains of the *Cleveland* and *Chattanooga* are Commanders Hugh Rodman and J. D. McDonald.

## CHINESE OFFICIAL CHANGES.

Jung-ching, President of the Board of Education, has been appointed President of the Board of Rites, to succeed Ko-Pao-hua, who will be succeeded by Tan-Ching-ching, Vice President of the Board of Civil Appointments. Wu-Yu-sun, who was lately made a Grand Councillor, succeeds Ko-Pao-hua. This appointment is causing rather great surprise and shows that Wu is a special favourite of the Prince Regent.

## THE RUBBER DEALERS' BILL.

The Straits Government *Gazette* contains the objects and reasons of a new Ordinance, to be introduced in the Legislative Council, to control dealings in cultivated rubber. The object of the bill is the prevention of illicit traffic in cultivated rubber, by prohibiting the purchase, treatment or storage thereof except under licence, subject to exemption of the actual grower from the prohibition as to storage. The system has already been legislated in the Federated Malay States, and is calculated to remove some of the difficulties which beset the detection of dishonest dealings in rubber. The stimulus to such dishonest dealings which is supplied by the present high price of the article calls for a counter-preventive. The bill provides for the inspection of licensed places, for the keeping of records of particulars of dealings, and for the mutual interchange, as between vendor and purchaser, of documents whereby the *land* of the transaction may be gauged. A record in the local land offices of the extent of the cultivation of rubber on the different holdings will afford a means of checking the particulars contained in such documents.

## A PARAGON PRINTER.

The following letter reached the Borneo Government Printing Office by last mail, addressed to the Government Printer.

We rather fancy that the applicant has over-estimated his speed as a compositor—if not, we should be pleased to engage him.

Honoured Sir,  
With profound respect and with humble submission I prostrate myself before Your Honour's statue and pray to God to grant you and her ladyship long life to ordinary longevity happiness and prosperity and that you may further improve and succeed in throwing dust in peoples eyes, to beg for an employment in your honour's Printing Department. I am a young man from Jaffa, I have passed the VII standard and Matriculation or Matriculation Examination at Jaffa College. I can do the following work with neatness and accuracy:  
As a COMPOSITOR—I can read any sort of manuscript & can compose 60 words in 60 seconds.

As a PROOF-READER—2nd to none, with eyes of Owl I can detect with ease any "Printer's devil."

As a CLERK & TYPESETTER—my handwriting is very beautiful (copper-plate) can write short-hand Isaac Pitman's system & can type 120 words in a minute.

Book-keeping—single & double entry & American system.

I shall be very thankful for an early reply—if your Honour is able to get me something to do, I will come to Sandakan by the next boat. I will deposit every month 3 of my salary at your Honour's feet and pray every morning & eve that your shadow may never grow less.

I remain with profoundest submission,  
Your Honour's  
Most obedient humble & dutiful servant

## A THRILLING EXPERIENCE.

The *Times* of Colombo of the 17th ult. says:—News reaches us of a terrible and thrilling experience which befell two well-known Pessara sporting residents—Messrs. J. J. Robinson and J. P. Brown—last week. From the meagre details which have come to hand we gather that the gentlemen named were shooting in a tank infested with man-eating crocodiles. Three quarters of a mile from the bank a mishap occurred and the boat sank in 15 feet of water. The guests went to the bottom. The European gentlemen could swim fortunately; the boatman unfortunately could not. Fortunately and pluckily Messrs. Robinson and Brown strook to the native. The fight towards the shore was a long and terrible experience. No one appeared to have noticed the accident and no assistance from that direction could be looked for. The roads and woods were awful and kept swirling round their legs and literally hauling them under. Added to this was the haunting fear of crocodiles, but probably the splashing which was made as these two men laboriously battled their way towards land with their useless burden was their saving in this respect. It was a remarkable feat of endurance and of dogged pluck, and how they ever managed to save their own lives as well as that of their boatman will always be regarded as a marvel. "How the Crooks missed them," our correspondent adds, "I cannot make out for down there they are very savage and frequently take lives."







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## NEW ADVERTISEMENTS

FOR SHANGHAI, KOBE AND MOJI.

## THE Steamship

"JAPAN,"  
Captain J. G. Olcott, will be despatched for the above Ports on TUESDAY, the 12th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN.  
(Occupying 24 Days.)

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 8th April, 1910. [509]

## NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, and West

Point Godowns, whence delivery may be

obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 9.30 a.m.

All Claims must be presented within the 18th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo  
Ex S.S. "LAUREN" from Rio de Janeiro.  
Ex S.S. "SCOUT" from Smyrna.  
Ex S.S. "CANOT" from Venice.  
Ex S.S. "HEBZO" from Zanzibar.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 7th April, 1910. [5]

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

THE P. &amp; O. S. N. Co.'s Steamer

"NORE"

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignee will be sorted out Mark by Mark

and delivery can be obtained as the Goods

are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at their risk within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 7th April, 1910. [1]

## NAVIGAZIONE GENERALE

(Florio and Rabbatino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Ltd., Kowloon, whence

delivery may be obtained. Perishable Goods to

be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 18th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 9.30 a.m.

No Fire Insurance will be effected.

CARLOWITZ & Co.,  
Agents.

Hongkong, 7th April, 1910. [4]

## GRACA &amp; CO.

27, DES VOUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE FOR 1910.

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Postal Post

Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, etc., etc.

Inspection Invited.

[475]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of electing Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 3rd April to the 13th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 23rd March, 1910. [450]

## CHINA TRADERS' INSURANCE CO.,

LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FOURTH YEARLY ORDINARY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of electing Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd April to the 13th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 23rd March, 1910. [451]

## THE YANGTZE INSURANCE

ASSOCIATION, LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4 o'clock p.m., for the purpose of receiving the Report of the Directors and the Accounts to the 31st December, 1909, and of electing Dividends, etc.

The TRANSFER BOOKS of the Association will be CLOSED from the 14th to the 21st day of April, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.

Shanghai, 29th March, 1910. [489]

## THE YANGTZE INSURANCE

ASSOCIATION, LIMITED.

(Established 1862.)

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4.15 p.m., or immediately after the Ordinary General Meeting called for 4 p.m. on that day, for the purpose of considering and, if thought fit, passing the following Resolution:

"That the Memorandum and Articles of Association of the Association be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Association."

Should the above Resolution be duly passed, it will be subsequently submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting which will be held at the said Head Office, at 4 p.m., on TUESDAY, 10th May, 1910.

Prints of the proposed extensions, alterations and amendments to the Memorandum and Articles of Association have been circulated to Shareholders.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.

Shanghai, 29th March, 1910. [490]

## HONGKONG &amp; SHANGHAI BANKING

CORPORATION.

## NOTICE IS HEREBY GIVEN that

Certificate No. N. S. 2484, dated Hongkong, 1st April, 1899, for Tea Shares, numbered 53365 to 53374 inclusive and Certificate No. N. S. 2823, dated Hongkong, 14th October, 1898, for Forty Shares numbered 9230 to 9239, 56949 to 56958, 57302 to 57306, 65645 to 65646, 65448, 61160 to 61161 and 47486 to 47495 inclusive, all registered in the name of MATIAS BARNZ DE VIEJMANOS Y LECAROS, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 30th April, 1910, new Certificates for the Shares will be issued and the said Certificates Nos. N. S. 2484 and N. S. 2823 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st April, 1910. [479]

## IN THE MATTER OF THE CHINA LIGHT

&amp; POWER COMPANY, LIMITED,

and Reduced.

## AND

IN THE MATTER OF THE COMPANIES'

ORDINANCE No. 1 of 1865.

THE Petition for an Order confirming the Special Resolution herein, reducing the Capital of the above-named Company to \$300,000 having been heard before the Supreme Court of Hongkong and the Special Resolution having been duly confirmed by the said Court NOTICE IS HEREBY GIVEN that the Sum of \$5 as Capital will be returned and paid on 8th April, 1910, to all Shareholders (standing on the register) of Shares of the value of \$10 each and \$5 bonus to all Shareholders (standing on the register) of Shares of the value of \$1 each on the 8th day of April, 1910. The Register will be Closed on the 7th day of April, 1910, and the 8th day of April, 1910. All Shareholders must produce their Scrip for endorsement upon making application for payment as above.

Dated this 4th day of April, 1910.

SHEWAN, TOMES & Co.,  
General Managers.

[495]

## INTIMATIONS

## BOXING! BOXING!!

## CITY HALL,

## TO-MORROW (SATURDAY),

THE 9TH APRIL, AT 9 P.M.

## Main Event:

SEAMAN WILLIS v. SEAMAN STEER.

4 Preliminaries.

Late Car. Late Ferry.

Booking and Plans at ROBINSON PIANO

Co.

Hongkong, 5th April, 1910. [493]

## NOTICE.

THE MOTHER SUPERIOR requests the pleasure of the presence of Friends and Others interested in the Institution at an Entertainment by Past and Present Pupils to be held at the Convent, Cause Road, on TUESDAY, the 12th April, 1910, at 4.30 p.m., in celebration of the 50th Anniversary of the Foundation of the Convent Sisters of Charity.

Her Excellency SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., has kindly consented to preside.

Hongkong, 7th April, 1910. [507]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 16th April, 1910, at 12.30 p.m., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chester Road.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 2nd April, 1910. [486]

## NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between us the undersigned carrying on business as SHARE AND GENERAL BROKERS at No. 5, Queen's Road, Central, Victoria, under the Style or Firm of "VERNON & SMYTH" has been dissolved and the Interest and Responsibility of the undersigned JOHN YARLES VERNON in the said Firm has ceased as from the 31st March, 1910.

All debts due to and owing by the late Firm of VERNON & SMYTH will be received and paid respectively by the undersigned FRANK SMYTH, who will continue to carry on the said business under the Style or Firm of "VERNON & SMYTH."

Dated the 1st day of April, 1910.

J. Y. VERNON.  
F. SMYTH.

[480]

## NOTICE TO MARINERS,

No. 404.

## CHINA SEA.

ALTERATION IN CHARACTER OF FOG GUN

SIGNALS.

NOTICE IS HEREBY GIVEN that

from the Undermentioned Dates the

Character of the Responding Fog Gun Signals

from Light Stations will be altered as described

in the following instructions to Lightkeepers:

"The keeper on hearing a bell, fog horn,

steam whistle or siren, or any other sound,

during foggy or thick weather, which shall

indicate the proximity of a vessel, will

immediately fire ONE gun, and after a

space of FIVE minutes will fire TWO guns

with the station's distinguishing interval

between them; and this distinguishing

signal of two guns will be repeated every

five minutes, if the vessel's fog-signal—

showing that she is under way—continues

to be heard."

The distinguishing intervals of the several

light stations and the dates from which the

change will be effected are:

From 15th APRIL, 1910.

Sheep Island ... 2 Minutes.

West Volcano ... 1 Minute.

Bonham Island ... 10 Seconds.

South West Horn ... 30 Seconds.

Gutcliffe ... 2 Minutes.

North Saddle ... 30 Seconds.

Shawishan ... 1 Minute.

North East Shantung

(Promontory in the

event of the fog-siren

being disabled).

Kunmingtao ... 2 Minutes.

Howk ... 1 Minute.

From the 1st JULY, 1910.

Breaker Point ... 1 Minute.

Cape of Good Hope ... 10 Seconds.

Lamocka ... 2 Minutes.

Middle Dog ... 1 Minute.

Taiping ... 2 Minutes.

Dodd Island ... 10 Seconds.

Ooksen ... 2 Minutes.

Turnabout ... 10 Seconds.

Middle Dog ... 2 Minutes.

Tung Tung ... 2 Minutes.

It should be noted that the first signal made

by all stations will be ONE gun; that FIVE

minutes later a signal of TWO guns will be

made, the interval between which will enable

the mariner to determine from which of the

group of light stations in his neighbourhood the

signal has been made.

The establishment of First Order Fog Siren Stations at Sheep Island and Turnabout will be commenced during the year.

By Order of the Inspector General of Customs,  
W. FRED. TYLER,  
Customs Inspector.

IMPERIAL MARITIME CUSTOMS,

Customs Inspector's Office.

Shanghai, 31st March, 1910. [501]

## PABST EXTRACT.

THE best TONIC for keeping in perfect

health in the Tropics.

It is a Liquid Food in predigested form

containing all the vitamins, soothing and tonic

effects of the choicest foods. Nearly Non-

alcoholic. Highly recommended by the local

medical profession in cases of DEBILITY

after MALARIA, from OVERWORK or

other causes, ANEMIA, NERVOUSNESS

or DYSPEPSIA. Samples on Application.

SHEWAN & Co.,  
Agents.

Hongkong, 14th December, 1909. [1519]

## TO LET

## TO LET.

NEW and COMMODIOUS SHOPS,

Nathan Road, Kowloon. Immediate

Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yennai,

Area 85,200 square feet with 255 feet Sea

Frontage. Especially suited for Storage of

Coal, Timber, &amp;c.

Apply to—

HUMPHREYS ESTATE &amp; FINANCE

COMPANY, LIMITED.

Hongkong, 1st December, 1909. [474]

## TO LET—FURNISHED.

"TANTALLON," 1261, BARKER ROAD.

Rent \$225 per Month. Seen by

appointment only.

Apply to—

GODDARD &amp; DOUGLAS.

Hongkong, 9th December, 1909. [160]

## TO LET.

A HOUSE in Wong Nai Chung Road.

A HOUSE in Clifton Gardens, also Offices

16, Des Vaux Road Central.

"DARTMOOR," No. 13, CONDUIT ROAD.

A HOUSE in RIFON TERRACE.

OFFICES To Let, No. 2, Connaught Road,

3rd Floor.

No. 9, MACDONNELL ROAD.

No. 10, DES VOUX ROAD CENTRAL,

1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE

BUILDINGS.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 4th April, 1910. [87]

## TO LET.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 2nd February, 1910. [151]

## TO LET.

N.O. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 1st April, 1910. [325]

## TO LET—FURNISHED.

"THE GROVE," MACDONNELL ROAD,

Hongkong, 3-Roomed House, fitted

with Electric Light, detached Servants'

Quarters and Tennis Court, from 1st May, 1910

Apply to—

PERCY SMITH &amp; SETH.



**THE**  
**HONGKONG AMATEUR DRAMATIC**  
**CLUB**

**WILL PRESENT**

**"MICE AND MEN"**

**ON**

**TUESDAY, WEDNESDAY and SATURDAY,**  
**12th, 13th and 16th April, at 9 p.m.**

---

**Booking at Robinson's from 10 a.m. on Tuesday,**  
**the 5th April.**

**Hongkong, 8th April, 1910.**



# **NAPIER JOHNSTONES'** **"SQUARE BOTTLE"** **WHISKY.**



BEWARE OF IMITATIONS.  
UNVARIABLE FOR  
THE SAME TO-DAY AS IN 1745.  
150 YEARS.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
 and from ALL WINE MERCHANTS. [46]

## **AUCTIONS**

BY ORDER OF THE MORTGAGEE.  
**PUBLIC AUCTION.**

**M. R. GEO. P. LAMMERT** has instructions to sell by PUBLIC AUCTION, On THURSDAY, the 14th day of APRIL, 1910, at 12 o'clock Noon, at his Auction Room in Duddell Street, THE VERY VALUABLE LEASEHOLD PROPERTIES, comprising 40 HOUSES, Nos. 1 to 19 (inclusive) PRINCE KENNEDY TOWN, Nos. 1 to 39 (old numbers only) BELCHERS ST. and No. 1 ... COLLINSON STREET, Victoria, Hongkong, To be sold in TEN LOTS.

The Properties consist of—  
 All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 260, having an area of 11,959 square feet at an Annual Crown Rent of \$192.  
 All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 261, having an area of 11,675 square feet at an Annual Crown Rent of \$186.  
 And All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 262, having an area of 13,225 square feet at an Annual Crown Rent of \$212.  
 Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, MESSRS. DEACON, LOCKER & DEACON, 1, Des Vaux Road Central, Hongkong, and also from The Auctioneer, Hongkong, 4th April, 1910. [491]

BY ORDER OF THE MORTGAGEE.  
**PUBLIC AUCTION.**

**M. R. GEO. P. LAMMERT** has instructions to sell by PUBLIC AUCTION, On WEDNESDAY, the 20th day of APRIL, 1910, at 12 o'clock Noon, at his Auction Room in Duddell Street, THE VALUABLE LEASEHOLD PROPERTY, ONE LOT known as No. 115, JERVIS STREET, Victoria, Hongkong.

The Property consists of all that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Sub-Section No. 1 of SECTION A or MARINE LOT No. 34, and has an area of 760 square feet.  
 Proportion of Crown Rent payable \$13.40 per annum.  
 Particulars and Conditions of Sale may be had from the Vendor's Solicitors, Messrs. DEACON, LOCKER & DEACON, No. 1, Des Vaux Road Central, Victoria, Hongkong, and also from The Auctioneer, Hongkong, 6th April, 1910. [502]

**DAVID CORSE & SON'S**  
 MERCHANT NAVY  
 LONG BOILED  
 KILLIAN CROWN  
 TARPULING  
 ARNOLD, KARBURG & CO  
 Sole Agents.  
 1535]



**CHAPOTEAU'S MORRHUA**  
 Superior to Emulsions or Cod Liver Oil.  
 Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.  
 Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.  
 Sold in bottles of 100 Capsules, sold by all Chemists.

## **"SOLIGNUM."**

A perfect preservative stain for Wood, Stone and Brickwork.  
 It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from **SIEMSEN & Co.** (Machinery Dept.), Hongkong, Sole Agents, Hongkong, 8th December, 1909. [1494]

## **BEWARE OF IMPURE WATER.**

"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

## **SAFER AND CHEAPER**

SOLD BY ALL STORES.  
 SYPHONS ... at \$2.00 each.  
 BULBS ... at 0.90 per box.

## **WHOLESALE BUYERS:**

Can obtain at London prices from **KWONG SANG HONG, LTD.** Wholesale Agents, 246 and 248, Des Vaux Road Central, Hongkong.

## **NEW CARTRIDGES.**

By popular English Manufacturers. In all Bore and Sizes.

**SMOKELESS POWDERS and CHILLED SHOTS.** From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

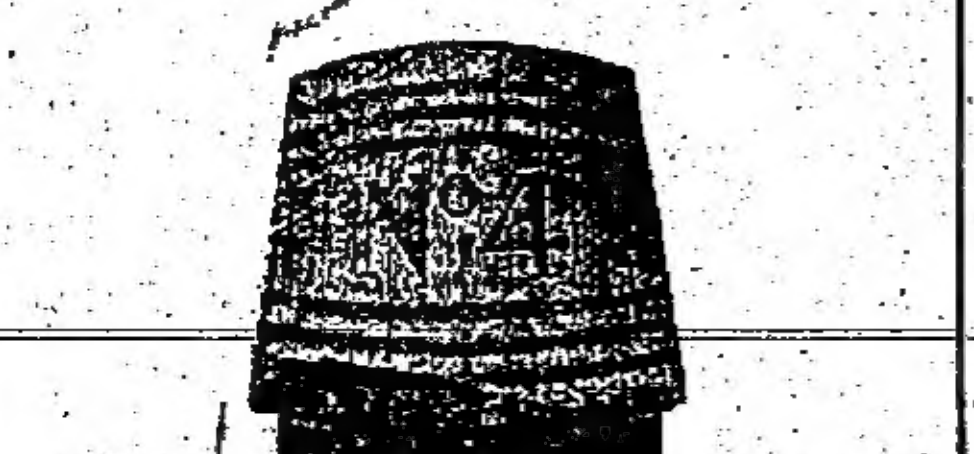
**WM. SCHMIDT & Co.**  
 Hongkong 25th October, 1906. [1314]

## **AUTOMATIC BROWNING POCKET PISTOLS.**

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. **SIEMSEN & Co.** Hongkong, 6th March, 1907. [38]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

## **THORNE'S OLD VAT**



**SCOTCH WHISKY.**  
 SOLE AGENTS IN HONG KONG, CHINA & MANILLA:  
**A. S. WATSON & Co. Ltd.**

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**  
 CODE WORD, "DOCK."  
 A.I. A.R.C. and Engineering Code Used  
 NEW DOCK NOW OPEN.

**DOCK No. 3.**  
 Extreme Length ... 722 feet.  
 Length on Blocks ... 714  
 Width of Entrance on Top ... 963  
 Width of Entrance on Bottom ... 883  
 Water on Blocks at Spring Tide ... 344

**DOCK No. 1.**  
 Extreme Length ... 523 feet.  
 Length on Blocks ... 513  
 Width of Entrance on Top ... 88  
 Width of Entrance on Bottom ... 77  
 Water on Blocks at Spring Tide ... 63

**DOCK No. 2.**  
 Extreme Length ... 371 feet.  
 Length on Blocks ... 350  
 Width of Entrance on Top ... 66  
 Width of Entrance on Bottom ... 53  
 Water on Blocks at Spring Tide ... 22

**PATENT SLIP.**  
 Suitable for vessels up to 1,000.

**THE WORKS** are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand. The COMPANY has the powerful steamer "OUBA-MARU" (712 tons, 700 H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

Short Notice.

## **THE OIL "BOOM."**

There is, says a London contemporary, another "boom" in oil in the City. But there is a "boom" in oil coming which has nothing to do with the ups and downs of shares on the Stock Exchange and the action of speculators, but is a new industrial factor of immense importance. Petroleum is about to play a greater part in industrial life. Up to now it has been used chiefly as an illuminant; it will be used more and more for fuel and power.

A new demand arose for oil with the invention of motor-cars, and motor-cars are increasing every year. All commercial vehicles will in the near future be driven by motor, and add enormously to the consumption of oil, as the heavier the vehicles the more petrol they will consume.

The Admiralty, which has been experimenting with oil fuel for several years, has recently given a contract for a supply of Scotch oil for the Navy. This is the beginning of a revolution. Oil has many advantages over coal as fuel for battleships. It is more powerful than coal, less bulky and therefore requires less space to store. It enables the battleship to carry heavier armaments, it is cleaner, it saves labour in stoking, gets rid of smoke, and enables the engines to get up speed quicker. It can be used in any part of the ship, so long as it is connected with the boiler-house by a pipe. This simplifies the problem of "coaling" at sea. Ships can go a greater distance without "refuelling." The Admiralty is now building great storage-tanks at our coaling stations, and in a few years the whole Navy will be driven with oil. The boilers in all recently-built battleships have been adapted for using oil fuel.

If oil fuel is preferable for warships, it is equally advantageous for the mercantile marine. Smokeless steamers fired with oil fuel will soon be the rule.

**OIL TRUST TYRANNY.**  
 If oil has these advantages for use at sea, the same applies to its adoption in industrial life. Manufacturers will use it as a substitute for coal. Our industrial cities will no longer be blackened with smoke. Then railways are beginning to use oil as fuel. The Mexican railways have used it for some years, the Australian railways are using it, and the Canadian railways are considering its adoption.

The extent to which oil fuel can become a competitor with coal and a substitute for it depends on price and supply. Up to now there has not been a free market in oil. The Standard Oil Trust, the most powerful organisation which ever existed, has cast a blight over the oil industry by stifling competition in America, and in other parts of the world. It is now harassed by prosecution in the United States, but the Government has allowed it to attain its gigantic power before making existence more difficult for it. According to the official evidence which has been produced against it at many investigations there is no crime which its agents have not committed in creating and maintaining its monopoly. Certain it is that the Standard Oil Trust has been the most corrupting and demoralising factor in commercial and political life in America. And its machinations have not been confined to America. It has tried to monopolise the oil business in every country of the world, and probably still controls two-thirds of the world's supplies through its numerous tentacles.

It is the most perfectly organised piece of industrial machinery ever conceived. It has its ambassador service, with representatives in every country, attending every Parliament when oil is concerned. It has its secret service, with its spies in the offices of competitors. It has a vast publicity organisation used to subsidise newspapers and attack competitors. It is as unscrupulous as it is powerful. The Standard Oil Trust contains within itself all the worst elements of monopoly, and gives the public none of the benefits of the economy of combination.

**DEVELOPMENT OF NEW FIELDS.**  
 But the greater use of oil does not mean more power to this tyrannical trust. The world's supply of oil has only just been tapped. It has not been the business—as it was not in the interest of the Standard Trust—to develop new oil fields. Thus it secured and held for many years a monopoly in Mexico, without boring a single well. It imported crude oil from America and it does the same in other countries, and has encouraged boring for new wells only on condition that it got the supply at its own price.

But new oil fields are being found and developed in many countries. The trust has to fight for its existence in America, and will not be able to control the new supplies which are coming into the market.  
 The world's production of petroleum is now stated to be 235 million barrels a year, about 65 per cent. of which come from the United States. India produces five million barrels. Large supplies come from Russia and the Balkans, and Galicia. There are growing supplies from Borneo, Burmah, and Canada. The oilfields of Mexico, where an oil war is now raging, have rich deposits which have only just been tapped. Oil is now being produced in Persia, Saghalien, and many other parts of the world.

There are vast oil fields yet to be developed within the British Empire, and the adoption of oil-fuel by the Navy will give an impetus to production, as the Navy will oil itself from within the Empire as it has oiled itself. New oil wells are being won in New Brunswick, wells have been sunk in Trinidad, and there has been a notable development in America. The Commonwealth Oil Company, of which Sir John Drummer is chairman, has been before the public for some time, and other oil properties are developing in Australia. A notable addition to the list is a new enterprise, the Australian Oil Company, which has secured valuable properties in New South Wales.

**VALUE IN BY-PRODUCTS.**  
 The properties acquired by this company, extend to nearly 20,000 acres. There are rich shale deposits in the area, which yields over a hundred gallons of crude oil per ton, as compared with thirty gallons per ton which is profitably worked in Scotland. Australia imports over twenty-three million gallons of oil and over six million pounds of paraffin wax every year, so that the new oil-fields, which have already yielded good results, will have a ready market.

The New Zealand Government is prospecting for new oil fields, and in British West Africa licenses have been issued and boring begun. All this development means that new and powerful competitors are arising to fight the trust and claim the new business. Oil will become cheaper as the consumption increases and the uses to which it is put extend. The discovery of oil means more than an additional supply of oil. Many products come from shale and oil wells—natural gas, which in America is laid on direct to houses and factories, paraffin, kerosene, lubricating oil, wax for candles, sulphate of ammonia, &c. In some cases so profitable are the by-products that in the case of the Scottish oil companies, which produce oil from shale—that the oil becomes the product which yields the lesser part of the profits.

## **OVER LONDON BY AIRSHIP.**

A dirigible airship which is known as the "Carbie" started at one o'clock on March 14th from the Wandsworth Gasworks with the intention of flying to and fro over London within the four-mile radius. The motor broke down, however, and it descended at Nasing Common, some miles beyond Waltham Abbey, at three o'clock in the afternoon.

The airship consisted of a cigar-shaped envelope eighty feet long by forty feet high, with a car capable of holding four persons and driven by a small engine.

The passengers were Mr. Henry Spencer, who was in charge, Mr. F. W. Guddon, and a special correspondent of the Express.

We left the earth, wrote the Express Special Correspondent with a rush and a drive, upwards and onwards towards the river. A sharp twang and the tinkling of chandeliers behind told of the gas-lamp that had failed, the "Carbie's" passage, and the airship lurched abruptly, skimming the roof of a wharf shed by inches.

The river soon lay far below, and still the "Carbie" beat her strong light skywards. Already the cries of the dwindling crowd on the field whence we had started were drowned in the deep droning of the motor and the rushing of the wind. Slowly, steadily, the airship ascended and circled, casting about to gain a course for Olympia; and the great panorama of London spread before our eyes, a faded carpet of fantastic design.

It was a magic more potent than that of the Flying Horse in "The Arabian Nights," which carried the king's son over the sleeping cities of India; stronger than that of the Flying Carpet, the Flying Trunk, the Seven League Boots, or Simbad's Roc.

We flew by the power of the Magic Bubbles wherein we had piloted our way—the Slave of the Lamp. And the Slave of the Lamp bore us higher and ever higher, until houses were as matchboxes, the many-bridged Thames was a slender streak of gleaming yellow, and parks and gardens splashed of green on the dingy fues of London.

**THE ROAD OF LONDON.**  
 On the narrow lines which when on earth we knew as streets and highways and like beings—more specks of black—stood still and looked upwards. Doubtless they waved and sent shrill cries up to us, but already we were too far away to see or hear. Even the motor-omnibuses—strange little animals that crawled mysteriously on the face of the earth—went up to us as that great height no sound of their going.

But still there was a dull rhythmic roar that beat steadily on the upper air—the never-silent voice of London. Now and then the shriek of a railway train—which, seen from above is ludicrously like an agitated eel—rose above the confused mass of duller sounds; and sometimes, listening carefully, one could hear the barking of a dog. Yet, for the most part, one heard only an indistinguishable murmur as of a giant breathing in his sleep.

Then suddenly there was a change in the steady song of the motor. It was a change that betokened disaster, for the droning became a broken mutter, the fans of the propeller beat the air more slowly and uncertainly, and ceased to revolve.

When you are two thousand feet above the earth and unexpected things begin to happen to your engine, you feel, if you are a novice, a certain unhappiness. It suddenly occurs to you that, between the sides of your feet and their legitimate resting place, the solid earth, there is only about a quarter of an inch of wicker-work and something like half a mile of air.

**GYMNASIUM IN THE SKY.**  
 My companions, however, evinced no consternation. They certainly appeared to be annoyed; and one of them, Mr. Henry Spencer, clambered out of the car and calmly proceeded to walk along the outer framework and investigate the motor. With one arm flung negligently over a bamboo support about as thick as a curtain pole, and his knee crooked round another, he sat there, as much at home, apparently, as if he were in an armchair, and began to turn the engine inside out with a spanner.

Meanwhile, our onward progress had ceased, and we hung there in mid-air over a curious globe of streets, which I had some difficulty in identifying as the Albert Hall.

It is curiously hard, from above to identify even well-known landmarks. For one thing, their aspect is, of course, utterly new; and for another, even the biggest buildings seem lost in the maze of houses, churches, factories, and shops that make up the landscape. The damage to the motor was irreparable. The airship ceased to be a passenger in an airship, and became a balloonist. Slowly, a gentle wind wafted us northward, and steadily we began to sink, until, above the Marble Arch, we were only a few hundred feet above the earth.

Mr. Spencer emptied out ballast, however, and we rose again, still drifting northward, until far away below us lay Finsbury Park, with the towers of the Alexandra Palace beyond. And now the heat of the sun, striking upon the envelope, inflated the gas so that the "Carbie" was drawn steadily up and up until it had passed through the cloud belt, and rode in the great atmosphere above.

**THE DESERT.**  
 The aneroid registered 5,700 feet above the earth. Motion was imperceptible, for we could hardly see any fixed object whereby to judge our progress.

"Bill rising," said Mr. Spencer, and judging it time to descend, he pulled the cord of the escape valve.

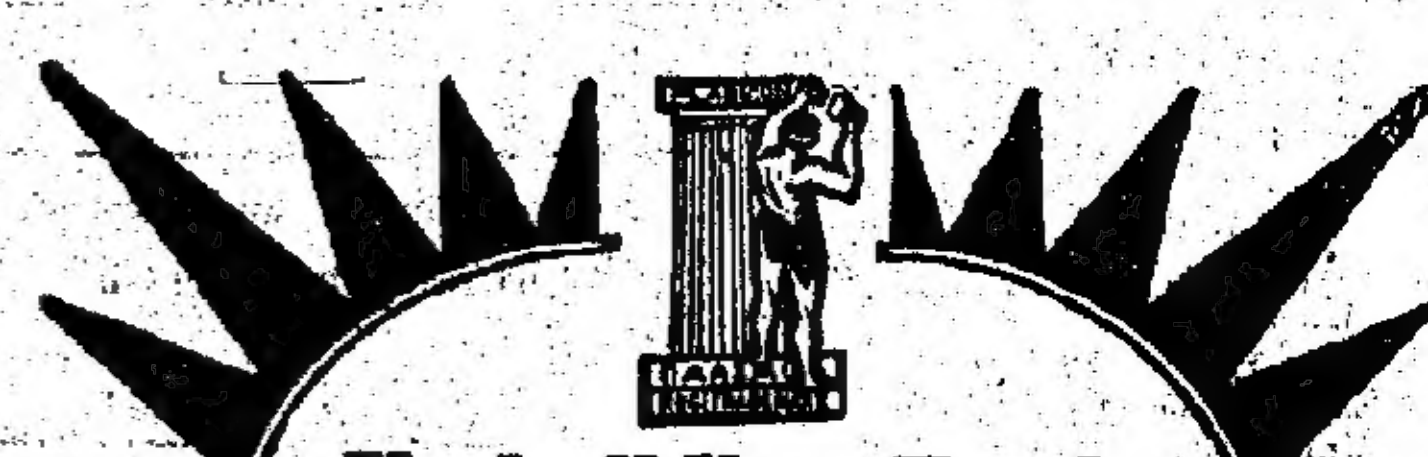
A cold wind drove up from beneath our feet as we slowly sank once more into the clouds.

"Where next we saw the earth distinctly through brown fields, patches of wooded land, and hedge-lined lanes lay beneath us. Blue smoke curled up from warm red roofs, and we heard the lowing of cows, the barking of dogs, and the cawing of chickens.

"Now clear place to come down in," said the pilot. "I wonder where we are. It should be near Epping, I think."

Slowly at first, but ever faster and faster, the green earth rose to meet us. The frame-work of the "Carbie" touched ground, then jolted and lurched along, tearing down a fence, and finally came to rest sideways on the ground.

Labourers and farmhands, who had marked our coming from afar, ran up and held the frame-work fast. Mr. Spencer, emerging from the uppermost cage, opened the escape valve once more, and the envelope collapsed, rustling on the ground, as the Slave of the Lamp went free. He had carried us from Wandsworth to Nasing Common in a little more than two hours.



## **Up-building Food.**

If you need more strength and staying power; if you wish to build up a strong constitution, take Plasmon with your food. Plasmon consists of the organic salts and phosphorus of milk, and increases tenfold the nutritive value of any food, without altering its taste or smell.

## **PLASMON**

Plasmon Cocoa, Plasmon Chocolate and Plasmon Biscuits. Can be obtained of all Chemists, Grocers and Stores. Plasmon, Ltd., London.

305-5

## **THE SEEKER AFTER HEALTH**

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

## **SHOULD TAKE**

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

## **BEECHAM'S PILLS.**

Sold everywhere in Boxes, price 9d., 1/11 & 2/6.

137-2

## **COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.**



WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**  
 From any leading Chemist.  
**MUSTARD & COMPANY.**  
 Wholesale Distributors for China and Hongkong, No. 22, Museum Road, Corner of Soohow Road, Shanghai. [257]

## **THE MUSIC OF YOUR BLOOD.**

Have you ever heard your blood? Have you ever put one of those large sea-shells to your ear, and heard what children say is the sound of the sea, the "music of the waves"? Well, that is really the sound of your blood—as it circulates—echoed in the empty shell. You can hear it sometimes when your head is on a pillow, but it does not sound so musical then. Try the shell at any time and you will find that your blood is always flowing. That is Nature's way of constantly carrying the nourishment from well-digested food to every part of your body. But what happens when food is not digested? Instead of carrying nourishment, your blood carries the foul products of indigestion to every part of your system, from your head to your feet! No wonder you then have pains all over, headaches, a sense of languor, depression of spirits and a tired-out feeling. You can only be well again when food is converted into pure, good blood that will feed and nourish you; and that happy condition will be yours, when your stomach is restored to working order, enabled to digest food perfectly. Mother Seigel's Syrup tones and strengthens the stomach, because it is made from medicinal extracts of roots, barks and leaves, which have a remarkable tonic effect on the stomach as well as the liver and bowels. It makes food nourish you, purifies your blood and thus keeps you in vigorous health.

Mr. Frank Rogers, of Parsonage Cottages, Caterham, near Horndean, Hants, writes: "I am a strong, hearty man, used all my life to working in the open country, but about three years ago I found myself unable to eat without suffering terrible pain across my chest within a quarter of an hour—the sort of pain one might expect who had eaten too heartily. This went on for several weeks, growing worse all the time. To avoid the pain, I ate so little that I became almost too weak to work. I suffered also from sleeplessness, the pain at my chest troubling me by night as well as day; but as I never had a sick stomach, people told me my complaint could not be indigestion."

"Through reading one of your booklets which I sent you, I was led to try Mother Seigel's Syrup, and right glad I am that I did so. The very first dose did me so much good that I knew I was on the road to a cure. I continued to take the syrup till I had used up three bottles and then, being quite free of pain and able to eat without fear, I took no more of it. From that day to this I have been as well as a man need be."

If your system is being poisoned by the foul products of indigestion, you will have trouble, as Mr. Rogers had, until the cause is removed. Mother Seigel's Syrup promptly and surely removes the cause and thus restores health and strength.

Now on Sale.

## **MAIL TABLES FOR 1910.**

Show the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.  
 Mounted on Card 30 Cents.  
 On Paper 20  
 On Sale at the Hongkong Daily Press Office.

## **NOTICES TO CONSIGNEES**

### **"SHIRE" LINE OF STEAMERS, LTD.**

NOTICE TO CONSIGNEES.  
 FROM HAMBURG, ANTWERP, MID-DLESBORG, LONDON, COLOMBO AND STRAITS.  
 THE Company's Steamship

"MONMOUTHSHIRE," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 8th inst. No Claims will be admitted after goods have left the godown, nor will they be recognised if presented after 10 days of vessel's arrival here. This vessel brings on 200 bales woolpulp ex "Tasman" from Trondheim.

JARDINE, MATTHESON & Co., Ltd., Agents, Hongkong, 2nd April, 1910. [487]

### **FROM NEW YORK.**

### **THE H.A.L. Steamship**

"ARAGONIA," Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 5th April, 1910. [499]

### **LABUAN COAL.**

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LD., who are prepared to supply FRESH COAL straight from the mines. Steamers load at the Wharves. Quick delivery. Telegrams: "Labur Labuan." BRADLEY & Co., Agents, Hongkong, 12th August, 1909. [233]



## SHIPPING.

**ARRIVALS.**  
 CHARLESTON, U.S.S. ship, 9,700, J. H. Gibbons, 7th April—Carrie, 4th March.  
 CHATTANOOGA, U.S.S. ship, 3,200, J. D. McDonald, 7th April—Manila 4th April.  
 CLEVELAND, U.S.S. ship, 3,200, H. Rodman, 7th April—Manila 4th April.  
 CHOSYANG, British str., 2,404, G. C. Cundig, 6th April—Japan and Shanghai 3rd April, General—Jardine, Matheson & Co.  
 GOREN, German str., 3,150, B. Wilhelm, 7th April—Singapore 2nd April, Mails and General—Melchers & Co.  
 HAITANG, British str., 1,363, A. E. Hodgins, 7th April—Swatow 6th April, General—Douglas, Lapraik & Co.  
 ISCHIA, Italian str., 4,050, Giuseppe Belato, 6th April—Bombay 18th and Singapore 31st April, General—Carlowitz & Co.  
 NOBE, British str., 4,179, G. Phillips, 7th April—London 26th February, General—P. & O. S. N. Co.  
 PARLAT, German str., 1,018, J. Wenzel, 6th April—Bangkok 26th March, General—Butterfield & Swire.  
 ULV, Norwegian str., 885, Petersen, 7th April—Nevşehir 30th March and Dairen 1st April, Beans—Asgard, Thorsen & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 7th April.  
 Chosyang, British str., for Shanghai.  
 Goren, German str., for Swatow.  
 HAITANG, British str., for Swatow.  
 Hanot, French str., for Quing Chow Wan.  
 Peoting, British str., for Saigon.  
 Tjipinas, Dutch str., for Batavia.  
 Tjipinas, Chinese str., for Saigon.  
 Tjipinas, Japanese str., for Milko.  
 Tjipinas, Norwegian str., for Canton.  
 Wenghot, German str., for Hoihow.

## DEPARTURES.

7th April.  
 ANHUI, British str., for Shanghai.  
 AYERICK, British str., for Meji.  
 CHINUA, British str., for Canton.  
 CHIVEN, Chinese str., for Canton.  
 FLINTSHIRE, British str., for Straits.  
 HAITANG, British str., for Swatow.  
 MANDAN MARU, Japanese str., for Milko.  
 MANILA, British str., for London.  
 PHINDYEN, British str., for Saigon.  
 PROTEUS, Norwegian str., for Swatow.

## SHIPPING REPORTS.

The Italian str. Ischia reports: Heavy sea and N.E. wind in Northern China sea.  
 The British str. HAITANG reports: Had strong N.E. breeze and cloudy clear weather.  
 The British str. Flintshire reports: Experienced strong N.E. breeze to a gale from Tung Yang Island to Hongkong, with high sea and gloomy weather. Bar. 29.91.

## VESSELS IN DOCK.

April 7th.  
 Kowloon Dock—Sna Cheung, H.M.S. Oiler, H.M.F.S. Patria, H.M.S. Fame, Quetta, Loyal, Taiwan.  
 COSMOPOLITAN DOCK—Glenogle.  
 TAIKOO DOCK—Hanyang, Sunghiang.

## VESSELS ON THE BERTH

## FOR WLADIWOSTOCK.

**THE Steamship**  
 "TUNGUS,"  
 Captain Halverson, will be despatched for the above Port TO-DAY, the 8th April, at 4 p.m.  
 For Freight or Passage, apply to—  
 HAMBURG-AMERICA LINE,  
 Hongkong Office.  
 Hongkong, 6th April, 1910. [455]  
 JAVA ASIATIC S.S. COMPANY.

For SAN FRANCISCO.  
 (Taking through Cargo to Los Angeles.)  
**THE Steamship**  
 "STRATHSPY"  
 Will be despatched for the above Port on or about FRIDAY, the 8th April.  
 For Freight and Further Particulars, apply to  
 SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, 4th April, 1910. [430]

NAVIGAZIONE GENERALE ITALIANA.  
 (Forio and Rubattino United Companies.)  
**STEAM FOR BOMBAY,**  
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.  
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
 "ISCHIA,"  
 Captain Belato, will be despatched as above on TUESDAY, the 12th inst., at NOON.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 1st April, 1910. [4]  
 "SHIRE" LINE OF STEAMERS, LIMITED.

For LONDON, ROTTERDAM AND ANTWERP.

**THE Steamship**  
 "GLAMORGANSHIRE,"  
 Captain H. C. Norris, will be despatched as above on or about 21st April.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 3rd March, 1910. [359]  
 "THE AMERICAN AND ORIENTAL LINE."

For NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

**THE Steamship**  
 "INVERIC,"  
 will be despatched for the above Port on TUESDAY, the 26th April, 1910.  
 For Freight, apply to  
 ARNOLD, KARBURG & Co.,  
 General Agents.  
 Hongkong, 15th March, 1910. [409]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon
LONDON, ROTTERDAM & ANTWERP.	GLAMORGANSHIRE...	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	OT. FRED. LARSEN...	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 22nd inst.
HAVRE & HAMBURG via STRAITS, &c.	LIDEBRIA...	Ger. str.	k. w.	Knaisel	HAMBURG-AMERICA LINE	On 12th inst.
HAVRE & HAMBURG via STRAITS, &c.	ALESIA...	Ger. str.	k. w.	Gretchen	HAMBURG-AMERICA LINE	On 26th inst.
COPENHAGEN & HAMBURG via STRAITS, &c.	TRANQUERAR...	Dan. str.	k. w.	Frederiksen	HAMBURG-AMERICA LINE	On 10th May.
MARSEILLES & HAMBURG via STRAITS, &c.	SPEZIA...	Frenc. str.	—	Frederiksen	MELCHERS & Co.	End of May.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYTESIN...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MITAZAKI MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMBRIA...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KITANO MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ITO MARU...	Dan. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ LUDWIG...	Ger. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AUSTRIA...	Aus. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	INVERIC...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	DACRE CASTLE...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	STRATHSPY...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SUVERIC...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF CHINA...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MONTEAGLE...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	IRAN MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANBA MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SEATTLE MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BOYO MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YAWATA MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAIYUAN...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	COBLENZ...	Ger. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ WALDEMAR...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SHIRAKAWA...	Ger. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NAKCHANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HUICHOW...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHONGSHING...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHONGSHANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NOBE...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHOSYEN MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ANDALUSIA...	Ger. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KWONGKANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINHUA...	French str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SALAZAR...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	JAPAN...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BOMBAY MARU...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHENAN...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	DELTA...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LIBAN...	Ger. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SHIRAZ...	Ger. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TRANQUERAR...	Dan. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LIANGCHOW...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SOERU MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	DAIGI MARU...	Jap. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HAINAN...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HAICHANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YUENSANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YAPING...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LOONGSANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	RUI...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAMING...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SUNGKANG...	Ger. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BORNEO...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ISCHIA...	Ital. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HAKATA MARU...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KUMSANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	FOOKSANG...	Brit. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TIRODAS...	Dut. str.	—	Frederiksen	HAMBURG-AMERICA LINE	On 12th inst.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG" Capt. F. V. BINDER	Wed. day, 20th April, at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. H. FORMES	About 20th April.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENER	Friday, 22nd April, at D'light
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISKE	About 30th April.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SMILL	End of April.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD,  
 MELOCHERS & Co.,**  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 8th April, 1910.

# THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

# PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 5th May.
OCEANO	4,577	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

# PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 18th January, 1910.

# MESSAGERIES MARITIMES

FRENCH MAIL LINES.  
 FORTNIGHTLY SERVICE TO AND FROM EUROPE  
 VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
 SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SALAZAR" Capt. Magnien	On 11th April, P.M.
MARSEILLES, via PORTS	"POLYNESIE" Capt. Broe	On 12th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIE" Capt. Riquier	On 25th April, P.M.
MARSEILLES via PORTS	"OCEANIE" Capt. Solier	On 26th April, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to—  
**P. THOMAS, AGENT,**  
 Queen's Building.  
 Hongkong, 30th March, 1910.

# CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF BRITAIN" Fri., 1st July
"EMPERESS OF CHINA" Sat., 25th June	"EMPERESS OF IRELAND" Fri., 22nd July
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF BRITAIN" Fri., 12th Aug.

"Emperess"  
 "Monteagle"  
 Steamships leave HONGKONG at 7 A.M. at 12 Noon.  
**THE** Cheapest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan), KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ..... via Canadian-Atlantic Ports or New York £71.10  
 Intermediate on Steamers ..... £43  
 and 1st Class Railway ..... 24s.  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.  
 Passengers booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. CHADDUCK,** General Traffic Agent for China,  
 Corner Polder Street and Pryn, opposite Blake Pier

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE  
 (WITH LIBERTY TO CALL AT MALACCA COAST).  
 PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK AND BOSTON.  
 "DAKER CASTLE" ... On 12th April.  
 For Freight and further information, apply to  
 DODWELL & Co., Ltd.,  
 Agents.  
 Hongkong, 11th March, 1910. [296-312]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
 FIUME AND TRIESTE (Direct),  
 Calling at SINGAPORE, PENANG,  
 COLOMBO, BOMBAY, KARACHI,  
 ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the BRAZIL,  
 to SOUTH AFRICA, PERSIAN GULF,  
 Red Sea, BLACK SEA, LEVANT,  
 VENICE, and ADELATIC PORTS).

**THE Company's Steamship**  
 "AUSTRIA,"  
 Captain Reichel, will be despatched as above on TUESDAY, the 26th April.  
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewards.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & Co.,  
 Agents,  
 Princes Buildings.  
 Hongkong, 1st April, 1910. [3]

# CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

# "SUVERIC."

FROM HONGKONG.

ON THURSDAY, the 5th MAY.

FOR VANCOUVER DIRECT.

To be followed by  
 OCEANO ... 11th June.  
 KUMERIC ... 5th July.  
 AYMERIC ... 25th July.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to  
**CANADIAN PACIFIC RAILWAY CO.,**  
 Hongkong.  
 Hongkong, 29th March, 19



11 29th March, General—Butterfield & Swire. and General—Snowdon, Avenue



# RODI & WIENENBERGER PFORZHEIM I/B.

MANUFACTURERS OF  
GENUINE ROLLED GOLD JEWELLERY: NECKLETS,  
BRACELETS, BROOCHES, SCARF-PINS,  
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

Date of Despatch from London.	Date due in Hongkong.	Vessel.
18th & 19th March.	10th inst.	Chenai.

The *Salazie*, with the French mail of the 11th ult., may be expected here on or about  
Friday, the 15th inst.

FOR	PER	DATE.
Bangkok	Quinta	Friday, 8th, 9.00 A.M.
Hatohow and Bangkok	Wongkoi	Friday, 8th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 8th, 9.00 A.M.
Quang Chow Wan, Hoihow, Pakhoi and Haiphong	Hanoi	Friday, 8th, 11.00 A.M.
Swatow and Shanghai	Choyang	Friday, 8th, 11.00 A.M.
Batavia, Cheribon, Samarang, and Sourabaya	Jipang	Friday, 8th, 1.15 P.M.
Macao	Sui Tai	Friday, 8th, 3.00 P.M.
Manila	Yucang	Friday, 8th, 3.00 P.M.
Ningpo, Shanghai and Chingkiang	Liangchow	Friday, 8th, 4.00 P.M.
Shanghai	Nova	Friday, 8th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Friday, 9th, 11.00 A.M.
Singapore, Penang and Calcutta	Kunsang	Saturday, 9th, 11.00 A.M.
Manila	Sui Tai	Saturday, 9th, 1.15 P.M.
Macao	Sui Tai	Saturday, 9th, 5.00 P.M.
Swatow and Bangkok	Loonok	Saturday, 9th, 5.00 P.M.
Swatow, Singapore and Bangkok	Arghin	Saturday, 9th, 5.00 P.M.
Shanghai	Kwongyang	Saturday, 9th, 5.00 P.M.
Shanghai	Chinkua	Registration ... 4.15 P.M. (Registration, with late fee of 10 cents, up to 5.00 P.M.)
Swatow	Hainan	Letters ... 6.00 P.M. Sunday, 10th, 9.00 A.M.
Amoy, Kanton, Yip, Saipan, Truk, Ponape, Kunio, Jaluit, Butaritari, Tarawa, Ocean Island, Nauru, Simpsonhafen and Sydney	Germany	Monday, 11th, 2.00 P.M.
Cebu and Manila	Sungkiang	Monday, 11th, 3.00 P.M.
Swatow, Amoy and Foochow	Huiching	Tuesday, 12th, 9.00 A.M.
Shanghai, Kobe and Moji	Japan	Tuesday, 12th, 10.00 A.M.

## HALL'S DISTEMPER

Hall's Distemper sets hard  
as cement and never fades or  
changes colour. It is dust  
proof, and perfectly washable  
if lightly sponged with tepid  
water.

It is when first applied a  
thorough disinfectant destroying  
all vermin and microbes.  
It can be guaranteed to contain  
1 1/2 per cent. of Cresylic  
Acid.

It is cheaply and easily  
applied with a white-wash  
brush, saving 40 per cent.  
of the cost of labour.

The One Decoration which  
excels all others for Hospitals,  
Convalescent Homes, Nursing  
Institutions, etc., is Hall's  
Distemper, because—

IMPORTANT NOTE.—In all  
cases of infectious disease,  
Hall's Distemper is not only  
the cheapest, but the most  
thoroughly effective disinfectant  
and artistic decoration to  
employ.



AGENTS—WILLIAM C. JACK & CO. LTD.,  
14, DES VUEX ROAD, HONGKONG.

**FORTHCOMING EVENTS.**  
Saturday, 9th April—Boxing at City Hall 9 P.M.  
Saturday, 9th April—Annual Football Dinner  
of the Hongkong Football Club, at the  
Hongkong Hotel, 8 P.M.  
Tuesday, 12th April—Entertainment—"Mico  
and Men" at the Hongkong Amateur  
Dramatic Club, 9 P.M.  
Wednesday, 13th April—Thirty-Seventh Ord-  
inary Meeting of the Union Insurance  
Society of Canton, Ltd., Noon.  
Wednesday, 13th April—Forty-Fourth Yearly  
Ordinary Meeting of China Traders'  
Insurance Co., Ltd., 12.30 P.M.  
Thursday, 14th April—Auction of Valuable  
Leasehold Property, at Auction Room by  
Mr. Geo. P. Lammer, noon.  
Saturday, 16th April—Half-Yearly Meeting  
of Hongkong Yachting Club, 12.30 P.M.  
Wednesday, 20th April—Auction of Valuable  
Leasehold Property at Auction Room, by  
Mr. Geo. P. Lammer, noon.  
Thursday, 21st April—Twenty-third Ordinary  
General Meeting of The Yangtze Insur-  
ance Association Ltd., Shanghai, 4 P.M.  
Thursday, 21st April—Extraordinary General  
Meeting of The Yangtze Insurance  
Association Ltd., Shanghai, 4.15 P.M.

### OPTIUM.

Quotations are:—  
Malwa New ... \$2,800/2,850 per picul.  
Malwa Old ... \$2,850/2,870  
Malwa Older ... \$2,880/2,900  
Malwa V. Old ... \$1,500/1,600  
Persian fine quality ... \$2,600/2,700  
Persian extra fine ... \$2,850 per chest.  
Patna New ... \$2,900  
Patna Old ... \$2,900  
Benares New ... \$2,900  
Benares Old ... \$2,900

**STEAMERS PASSED THE CANAL.**  
March 28th—*Argonia* Asyana, Belgavia,  
China, 11th—*Andalusia*, China, W.  
Dagupan, 15th—*Benaga*, Goeben,  
Potsdam, 18th—*Hirano Maru*, Salsu,  
—*Breconshire*, Glendon, Measun, Nguno,  
Pak Lany, Seneca,  
—*Cornwallshire*, Katana, Moynue,  
Peking, Salsu, Tanga Maru, Yunnan, Riverport,  
April 1st—*Australia*, Carmarthenshire, Ka-  
sing, Kaga Maru, Luatou, Pelcus, Vermont,  
—*Alcinous*, H. F. Ferdinand, Palkan.

**ARRIVALS AT HOME.**  
April 5th—*Glenhurst*, Katsow, Kintuck.

### COMMERCIAL.

#### EXCHANGE CLOSING QUOTATIONS.

ON LONDON—	ON NEW YORK—	ON BOMBAY—	ON CALCUTTA—	ON SHANGHAI—	ON HONGKONG—
Telegraphic Transfer ... 1/8	Bank Bills, on demand ... 1/8	Bank Bills, at 30 days' sight ... 1/8	Bank Bills, at 30 days' sight ... 1/8	Bank Bills, on demand ... 1/8	Bank Bills, on demand ... 1/8
Bank Bills, at 30 days' sight ... 1/8	Bank Bills, at 30 days' sight ... 1/8	Bank Bills, at 30 days' sight ... 1/8	Bank Bills, at 30 days' sight ... 1/8	Bank Bills, at 30 days' sight ... 1/8	Bank Bills, at 30 days' sight ... 1/8
Credits, at 4 months' sight ... 1/8	Credits, at 4 months' sight ... 1/8	Credits, at 4 months' sight ... 1/8	Credits, at 4 months' sight ... 1/8	Credits, at 4 months' sight ... 1/8	Credits, at 4 months' sight ... 1/8
Documentary Bills at 4 months' sight ... 1/8	Documentary Bills at 4 months' sight ... 1/8	Documentary Bills at 4 months' sight ... 1/8	Documentary Bills at 4 months' sight ... 1/8	Documentary Bills at 4 months' sight ... 1/8	Documentary Bills at 4 months' sight ... 1/8
ON PARIS—	ON GERMANY—	ON NEW YORK—	ON BOMBAY—	ON CALCUTTA—	ON SHANGHAI—
Bank Bills, on demand ... 222	On demand ... 180	Bank Bills, on demand ... 43	Bank Bills, on demand ... 44	Bank Bills, on demand ... 131	Bank Bills, on demand ... 131
Credits, at 4 months' sight ... 222	On demand ... 180	Credits, at 4 months' sight ... 44	Credits, at 4 months' sight ... 44	Credits, at 4 months' sight ... 131	Credits, at 4 months' sight ... 131
ON GERMANY—	ON NEW YORK—	ON BOMBAY—	ON CALCUTTA—	ON SHANGHAI—	ON HONGKONG—
On demand ... 180	Bank Bills, on demand ... 43	Bank Bills, on demand ... 44	Bank Bills, on demand ... 131	Bank Bills, on demand ... 131	Bank Bills, on demand ... 131
On demand ... 180	Credits, at 4 months' sight ... 44	Credits, at 4 months' sight ... 44	Credits, at 4 months' sight ... 131	Credits, at 4 months' sight ... 131	Credits, at 4 months' sight ... 131
ON NEW YORK—	ON BOMBAY—	ON CALCUTTA—	ON SHANGHAI—	ON HONGKONG—	ON SINGAPORE—
Bank Bills, on demand ... 43	Bank Bills, on demand ... 44	Bank Bills, on demand ... 131	Bank Bills, on demand ... 131	Bank Bills, on demand ... 131	Bank Bills, on demand ... 131
Credits, at 4 months' sight ... 44	Credits, at 4 months' sight ... 44	Credits, at 4 months' sight ... 131	Credits, at 4 months' sight ... 131	Credits, at 4 months' sight ... 131	Credits, at 4 months' sight ... 131

#### SUBSIDIARY COI.

Chinese	per cent
Chinese ... 20 cents pieces ... \$8.90 discount	
Chinese ... 10 ... \$9.15	
Hongkong ... 20 ... \$9.56	
Hongkong ... 10 ... \$9.79	

#### ON SALE.

**BOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS.** July to December,  
1909. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 29th January, 1910.

# The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE.



IN 50'S & 100'S  
HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.

## SHARE LIST—QUOTATIONS.

HONGKONG, APRIL 7th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$960.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$10 1/2, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$6 1/2, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, sales
<b>COTTON MILLS—</b>				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 142 1/2, sales
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	Tls. 75	\$6 1/2, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 70.
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 300, x.d.
Soy Chee Cotton Spinning Co., Limited	40,000	\$7 1/2	\$5	\$18 1/2, buyers
<b>DOCKS AND WHARVES—</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$58, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 82.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 120.
<b>Harwick &amp; Co., Limited</b>	18,000	\$25	\$25	\$10, sellers
<b>Green Island Cement Co., Limited</b>	400,000	\$10	\$10	\$7 1/2, buyers
<b>Hongkong and China Gas Co., Limited</b>	7,000	\$10	all	\$205.
<b>Hongkong Electric Co., Limited</b>	60,000	\$10	\$10	\$20 1/2, sellers
<b>Hongkong Telephone Co., Limited</b>	12,000	\$50	\$50	\$107 1/2, x.d. sales
<b>Hongkong Tramways Co., Limited</b>	8,000	\$25	\$25	\$85 1/2, x.d.
<b>Hongkong Ice Company, Limited</b>	5,000	\$25	all	\$150, sellers
<b>Hongkong Rope Manufacturing Co., Limited</b>	60,000	\$10	all	\$21 1/2, sales
<b>INSURANCE—</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$170, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$30	\$108, buyers
China Traders Insurance Co., Limited	20,000	\$83 1/2	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$37 1/2, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, Nom.
Union Insurance Society, Limited	12,400	\$250	\$100	\$910, sal. & buy.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230, Nom.
<b>LANDS AND BUILDINGS—</b>				
Canton Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sellers
H'kong & Kowloon Wharf & G. Co., Ltd.	150,000	\$10	all	\$8 1/2, sal. & buy.
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	\$50	\$30, buyers
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	Tls. 50	Tls. 105.
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$42, sellers
West Point Building Co., Limited	15,000	Fes. 250	all	\$625, buyers
<b>Mining—</b>				
Société Française des Charbonnages du Tonkin	16,000	\$1	18/10	\$15, sal. & buy.
Raub Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$15, buyers
<b>Peak Tramways Co., Limited</b>	25,000	\$10	\$10	\$1 1/2, buyers
<b>Philippine Co., Limited</b>	75,000	\$10	\$10	\$10 1/2, buyers
<b>REFINERIES—</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$167, sal. & buy.
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$29, sellers
<b>Robinson Pines Co., Limited</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES—</b>				
China and Manila Steamship Co., Ltd.	20,000	\$25	\$25	\$31, sellers
Douglas Steamship Co., Limited	20,000	\$15	\$15	\$30, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	all	75, sal. & buy.
Indo-China Steam Navigation Co., Ltd.	60,000	\$15	all	\$25, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$14 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$25, buyers
South China Morning Post, Limited	6,000	\$5	\$5	\$5, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
<b>STOCKS AND BONDERS—</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sellers
Wm. Powell, Limited	15,000	\$7	\$7	\$5, sellers
Watkins, Limited	10,000	\$10	\$10	\$4, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, sellers
<b>United Asbestos Oriental Agency, Limited</b>	9,900	\$10	\$10	\$300.
<b>United Waterboat Co., Limited</b>	100,000	\$10	\$10	\$9, sellers
<b>EUROPEAN—</b>				
Singapore and Johore	—	—	—	\$30 (Str.)
Balgownie	—	—	—	\$250 (Sta.)
Pegolis	—	—	—	\$75 (Sta.)
Aligars	—	—	—	97, buyers
Anglo-Malaya	—	—	—	37.
Cassidella, fully paid	—	—	—	120.
Consolidated Malay	—	—	—	220.
Dumassaras	—	—	—	170.
Highlands and Lowi	—	—	—	180.
Kamwangs	—	—	—	157, prem.
Kuala Lumpur	—	—	—	220.
Ledbury's	—	—	—	120.
Liaggis	—	—	—	46.
Sopons	—	—	—	82/6
Shelfords	—	—	—	170.
Sungei-Kapang	—	—	—	170.
United Berdangs	—	—	—	100.
Bukit Kajang	—	—	—	48, prem.
Eastern and Internal	—	—	—	20.
London-Vandana	—	—	—	20.
Sumatra Pines	—	—	—	8/6
Merlimans	—	—	—	145.
Batu Tiges	—	—	—	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

YERNON & SMYTH, Share-Brokers

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Miss Davidson	Mr. & Mrs. F. Perkins
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Mr. & Mrs. B. L. Frost	Judge Lindsay Smith
Mr. Denman Fuller	Surgeon and Mrs. A. D.
Miss E. H. Gill	Mr. S. S. Spencer
Mrs. W. H. Gill	Mr. J. S. Spencer
Mr. F. Gordon	Mr. J. S. Spencer
Mr. V. Goulbourn	Miss A. Square
Mr. R. H. Gregory	Miss I. Stolta
Madame Greenwood	Mr. D. R. Solomon
Lady Hadfield	Mr. C. M. Swift
Sir Robert Hadfield	Mr. & Mrs. M. L.
Miss Hadfield	Thompson
Mr. T. P. Hall	Mrs. P. W. Troimmer
Mr. & Mrs. T. H. Harris	Mr. C. Ubel
Mr. & Mrs. W. F. Harris	Mr. & Mrs. S. Welford
Mr. A. Harrison	Mr. J. B. Wijkman
Miss Hawkins	Mr. & Mrs. H. P.
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Holbrook	
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